

The FORK *and* BLADE

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB, INC.

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THE FORK & BLADE is published bi-monthly by The Lincoln Owners' Club at 9821 Copper Hill Road, St. Louis, Mo. 63124. Membership dues are \$7.50 per year payable to The Lincoln Owners' Club. Second-Class postage paid at St. Louis, Missouri.

THE FORK AND BLADE

THE FORK AND BLADE is the official publication of The Lincoln Owner's Club Inc. It is a non-profit organization dedicated to the restoration and preservation of the classic Lincoln. The articles and opinions published do not necessarily represent the opinions of the general membership, the club officers, or the editors. Every attempt is made to publish only accurate and beneficial information to club members. However, no responsibility is assumed by the editors or the club for any damages incurred or losses sustained as a result of this information.

CONSTITUTION OF THE LINCOLN OWNERS' CLUB, INC.

Section 1.-Name and Purpose.

The name of the club which is a non-profit membership corporation chartered in the state of Connecticut, shall be The Lincoln Owners' Club, Inc. The purpose for which the club is founded is to further the restoration and preservation of Lincoln motor cars produced by Leland and Ford up through 1940 with the exception of the Zephyr and the Continental, to provide a channel of communication for those interested in such cars, and to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

Section 2.-Members.

The sole requirement for membership is a demonstrable interest in Lincoln automobiles including Leland Lincolns, L series, K series, and KA-KB series, and membership is open to any person with such an interest.

Officers will be elected by the membership by plurality vote at the annual meeting which will take place during the month of October. Officers will consist of a president, vice-president, secretary-treasurer, all to serve for one year and until their successors have been elected.

BOARD OF MANAGERS

PRESIDENT-RICHARD QUICK

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215-234-4456

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Oldfields School, Glencoe, Md. 21152
301-472-2531

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1921-1930: KEN PEARSON

125 Dole Ave.
Crystal Lake, Ill. 60014
H 815-459-2888, O 312-658-4588

1931-1939: JIM BRANNON

2215 Dartford Rd.
Richmond, Va. 23229
804-270-0433

BYLAWS

1. The principal office of this club shall be maintained at the office of the president.

2. The president shall have custody of the club seal.

3. The officers of the club must approve all applications for membership in this club.

4. Charter members shall be the first twenty-five members who join the club. Fee of \$25.00.

5. Dues for active members shall be \$7.50 per year.

6. Dues will be charged for the fiscal year beginning February 1st.

7. The annual meeting of the club shall be held during the month of October. Written notice will be sent to all members not less than fourteen nor more than thirty days, before such meeting. A quorum will consist of those members attending the annual meeting. Any member desiring to introduce a subject for discussion at an annual meeting should submit the subject in writing to the club president at least ten days prior to the meeting.

8. These bylaws may be amended at any annual meeting by majority vote of the members present.

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CLUB PROJECTS

1. 1924-1930 LINCOLN SERVICE BULLETINS	\$30.00
2. 1931-1935 LINCOLN SERVICE BULLETINS	25.00
3. AUTHENTIC COVERS FOR 1924-1935 LINCOLN SERVICE BULLETINS	5.00
4. L LINCOLN SHOP MANUAL, Available <u>NOW</u>	20.00
5. 1921 LINCOLN SALES CATALOG, When Available	5.00
6. 1931-1938 CHASSIS PARTS CATALOG, (on 4 microfiche cards)	5.00
7. 1931-1937 BODY PARTS LIST CATALOG, (on 8 microfiche cards)	5.00

Items #1-4,6, and 7 are available for immediate delivery. Mr. Henry Harper has been given a supply of the above items so that members can place an order with him at the time they renew (or any other time). Item #5 is still being held awaiting enough orders. Those who missed the Hershey bargain package will be unhappy to hear that the offer WILL NOT be extended. All L.O.C. reprints are sold on a money back guarantee. You pay the postage and see that the item in question is returned in the same condition as sent.

HEAVY TRAFFIC

FOR SALE

1939, K Reference Book, near mint, \$65.00. Roy B. Roddy, P.O.Box 96, Mojave, Calif. 93501 Phone. 805-824-2441 ext.4

WANTED

1928, Model L, Willoughby, Model 160, 7-Pass. Limo. needs a Waltham speedometer, cigar lighter, complete ashtray assembly including clock & cigar lighter (2) for passenger compartment, microphone head & horn type speaker for Dict-o-graph speaker system. I also would like to trade six like new Lester 6:50X20 whitewalls for six 7:00X20 Lester white-walls. Jessee M. Jordan, 187½ Glory View Drive, Grand Junction, Colo. 81501 303-242-7777

1931, 4-door Convertible needs top irons, head gasgets, horns, tail lights, radio, luggage rack, stone guard, 19" wire wheels, and an Owners Manual (Xerox OK). David A. Cardinali, 2601 East Ocean Blvd. #402, Long Beach, Calif. 90803

1933, KB needs swithch mechanism that is at the base of the steering column (electrical parts only), and windshield wiper motor. Please help as the parts on my car are broken or worn out. Bill Bazley, 789 Mapledale Road, Orange, Conn. 06477

1934, KA Conv. Cpe. body by Murray, Model #523, body #11 needs one pair of running boards. Please state condition and price. Nate c/o Circle Auto Body, Inc., 5249 Kings Highway, Brooklyn, New York 11234 212-763-0683

1935, I need gaskets. Head gaskets, manifold gaskets, valve cover gaskets, and oil pan gaskets are needed. Eileen Rixey, 84 San Benancio Road, Salinas, Calif. 93901 408-484-1278

1935, I want a rebuildable Stromberg carburetor model EE-22. Will buy or trade a 1929-30 LINCOLN Seth Thomas dash clock (it appears to need cleaning and plating). I would also trade the clock for 1940 dodge or plymouth N.O.S. strg. worm. B.E. White, 5416 Tidewater drive, Norfolk, Va.

Wanted- all F&B back issues prior to Sept./Oct.1974. I would like to buy a 1932 KB, model 237A or Town Car. I have antique auto calanders for sale at \$10.00. Ron Foertch, 330 North Edwards Avenue, Syracuse, New York 13206

PLEASE NOTE:

Ads are free to members. To avoid errors we ask you to please print or type your ad and include your full name, full address (with zip cope). We will print your phone number if you place it with the ad. Mail your ad to Joe Hordubay, Oldfields School, Glencoe, Maryland 21152. Club Policy is to limit ads to Lincolns of the model "L,K,KA&KB,&K" series. We will not consider Zephyrs, Continentals, Late model Lincolns, or early or late models of other makes, unless such items would be taken as trade for Heavy LINCOLNS or parts.

FROM THE GLOVEBOX

By Jim Elliott

As this issue goes to press, the Annual Hershey LOC Business Meeting & Dinner is past history. Dr. Quick took notes that will be assembled into an article for the next issue of the F&B. In a nutshell, dues were raised to \$10.00 in an effort to keep us solvent; per tradition the slate of officers was given a unanimous vote for a second term; and the meet was rained out. According to Dr. Quick, it rained 3" in two days. It caused some venders to "dive" for their parts. Last year Sally Ann said that the next person who made a bad joke about Hershey and Mud would be stuck in the eye by her umbrella. I'll bet she was tempted again this year. Incidentally, even with the dues increase, the F&B will stay at 12 pages for awhile.



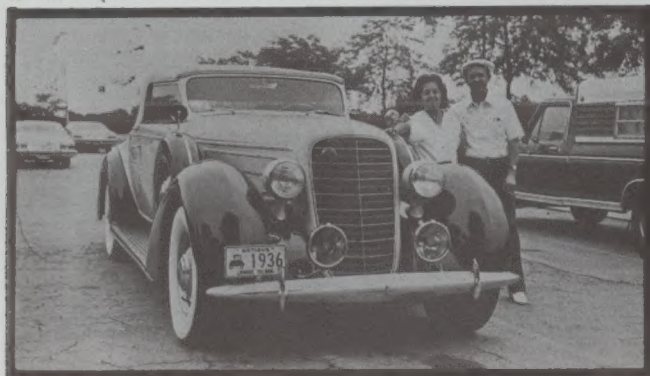
"By George, son, do you realize what we are doing? We are communicating."



This, the story of the 18th Annual L.O.C. Meet in Dearborn, will be brief to allow for maximum pictorial coverage, which will probably make most readers happy!



L. Mr. & Mrs. Carl Lawrence, 1932 KB, 5 Pass. Sedan
R. Mr. Quick and his father's '32 KB Limo.

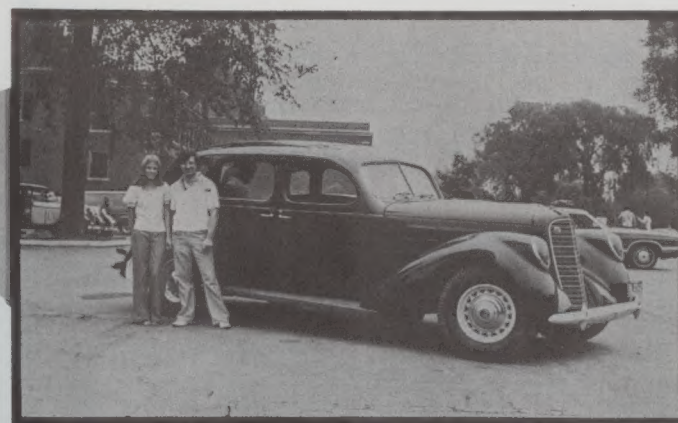


John and Alice Greenleaf with their '36 LeBaron (as seen on the cover of July-August issue of the F&B)

As a dismal drizzle washed the covered entrance to the Dearborn Inn, L.O.C. members were checking in with Mr. Chapman at the official registration desk in the main lobby. At 6:00 p.m. the famous cocktail party and talk fest started in the Greenfield Room. After talking for awhile, we adjourned to the parking lot for a short drive over to Houett Hall at Greenfield Village for dinner and afterwards a film presentation by Mr. Leslie R. Henry, Curator of Transportation Collections, Department of Mechanical Art, Greenfield Village and Henry Ford Museum. Later, Dr. Quick and company had projects and back issues of the "F & B" for sale with gratifying results.



L to R, Richard, Scott, and Tom Quick and Dad's KB



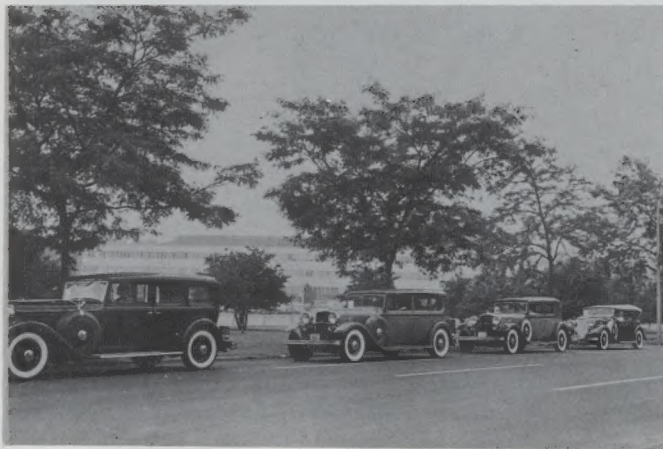
New Members, Susan & Louis Boucard & Their '37 Limo



Mr. Bergeron, 1928 Con. Sed. Dietrich

Saturday's parade starting time of 10:50 a.m. allowed for a leisurely breakfast at the satisfying Dearborn Inn restaurant. However, some must have used the time for last minute clean up, as the sight of all those luxuriously shimmering Lincolns was something to behold.

Cont'd.



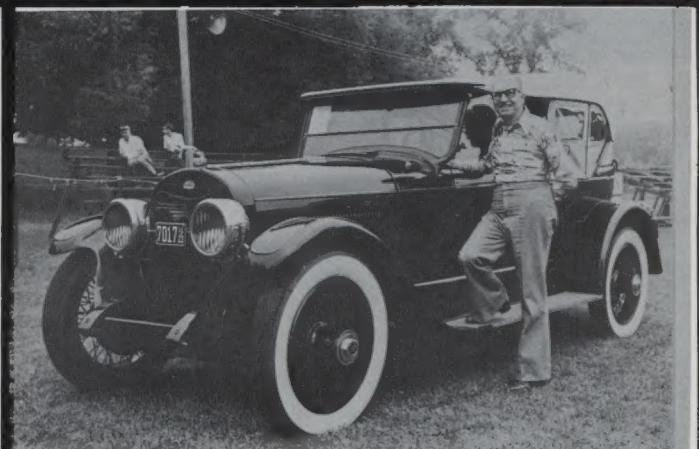
The caravan broke up on the Swanee Park green at the Greenfield Village. Then, some broke for lunch and others brought out the cleaning supplies while the wives and children left to see the sights.



Sue & Gerry Joynt relax by their '32 KB Rollston Lim



Richard Quick rode the Greenfield Special



Ken Pearson and his lovely 1923 phaeton by Brunn/Am



Andy Hotton doing some last minute clean up



Roy Warshawsky & company work over a KB LeBaron Rdst



Rick Kriss showed Pete Hubbell some of his wares



Mr. & Mrs. Stinson pose with Mr. Hubbell and a '32



Diane, Linda, and Mike Hubbell lunch from their KA



Gunnar Larson showed Don Larkin his '38 Willoughby



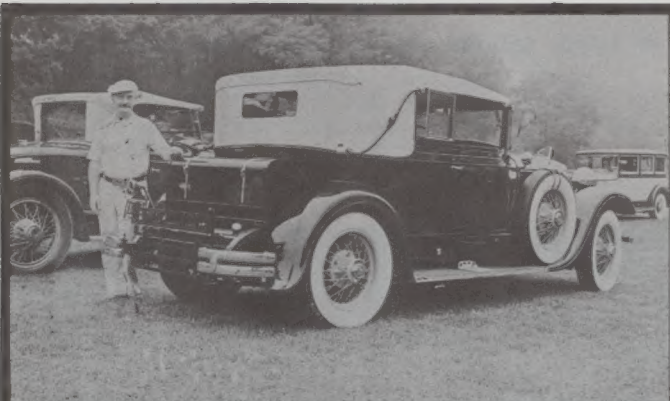
The judges, Elmer Rohn, Henry Hunt, Ken Kenewell, Tom Powels and Jack Passey led by Sig Stensland, did a thorough job while each concerned owner looked on during his turn.



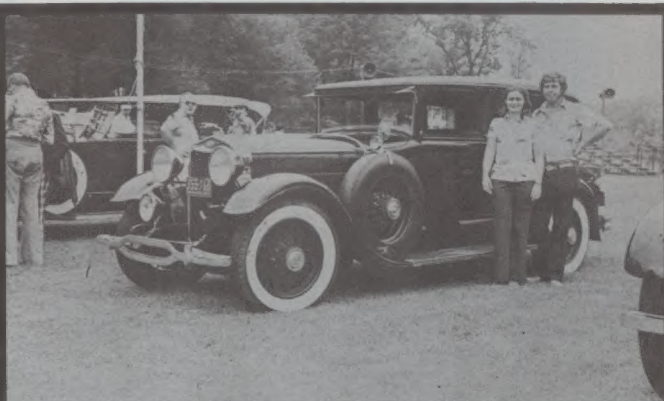
Dearborn Cont'd.



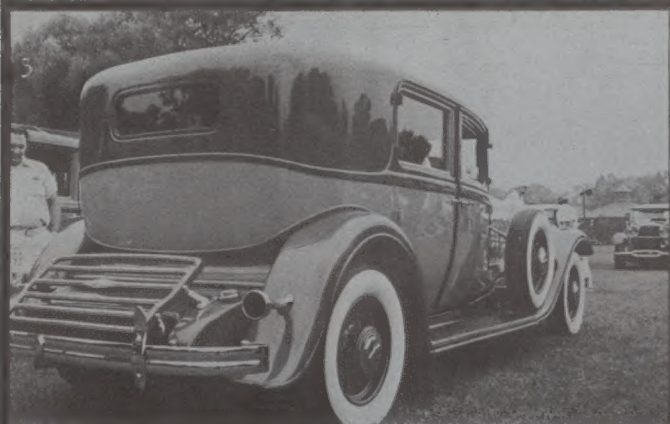
Swanee Park at Greenfield Village as seen through the camera of Charles Chrisman during the 18th Annual Meet



Jim Quinlan and his fine 1929 Dietrich Con. Vic.



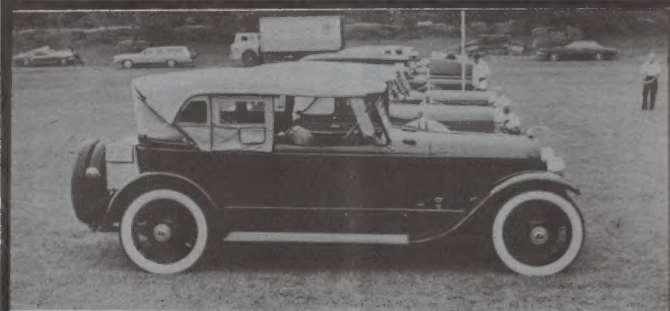
Georgette & Jerry Daugherty and 1929 4 Pass. Sedan



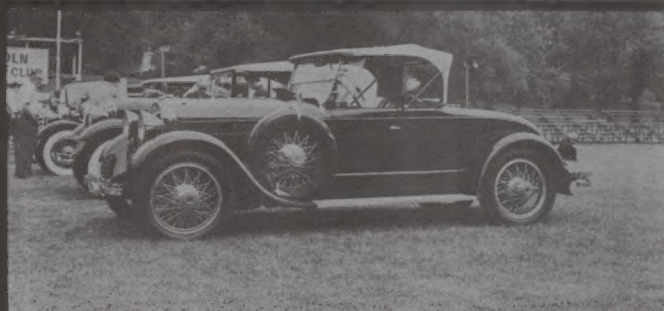
1932 KB 5 Pass. Sedan model 234A, Carl Lawrence



L to R, Charles Stinson, Linda Fliesl, C. Stinson

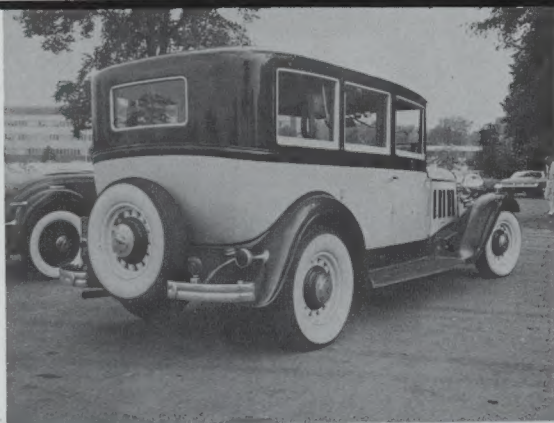


1923 Phaeton by Brunn

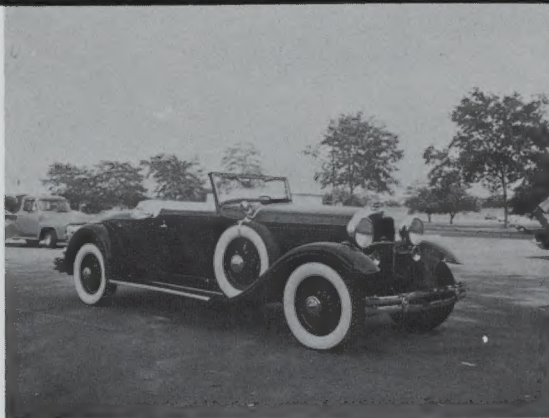


Andy Hotten's L Roadster

Dearborn Cont'd.



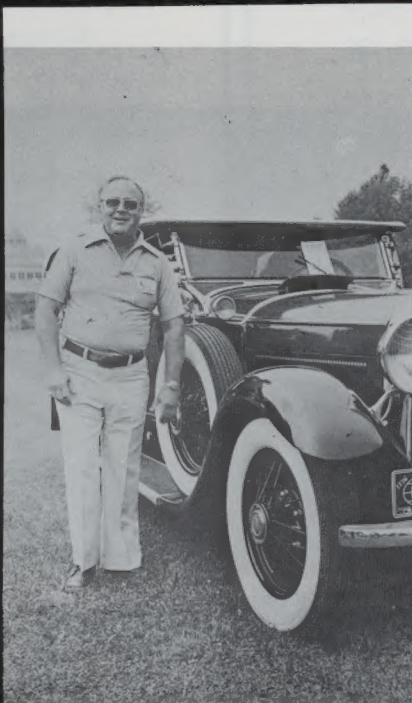
1932 KB Rollston 7-Passenger "High Hat" Limousine



1931 K, LeBaron Con. Cpe. (owner unknown)



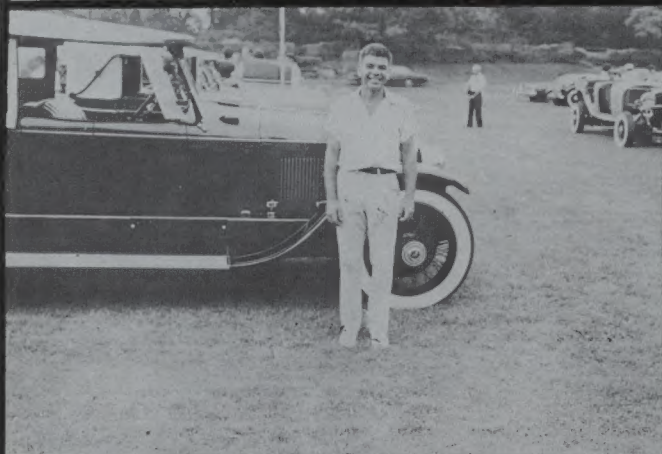
Mike Scherer and his fine 1928 Diet



John Brower and his sharp 1929



Gerry Nau and Art Caldwell

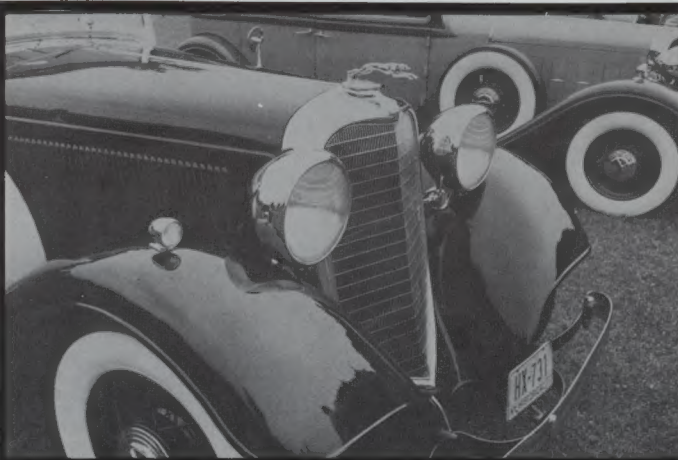


Tony Kebe1 came all the way from California



Lisa, Jack and Bill Passey also came out from Calif.

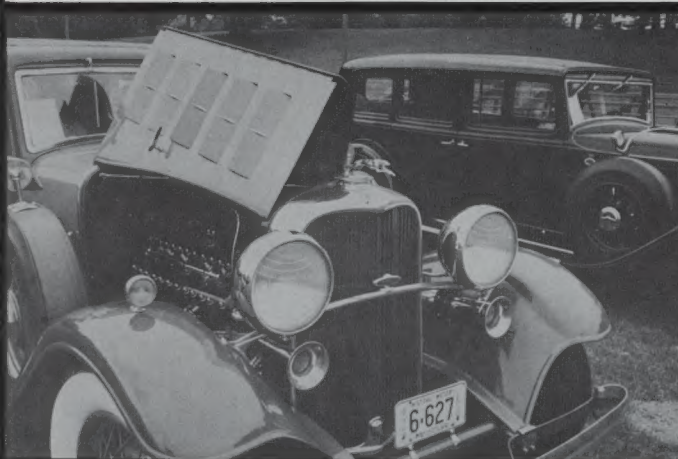
Dearborn Cont'd.



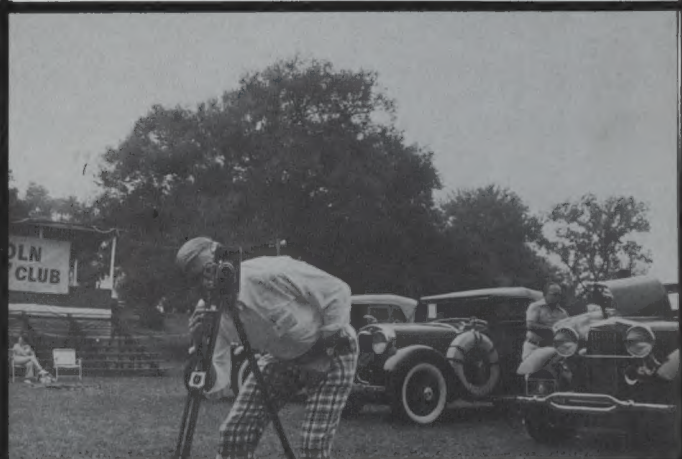
1933 KB 7-Passenger Touring Model 233



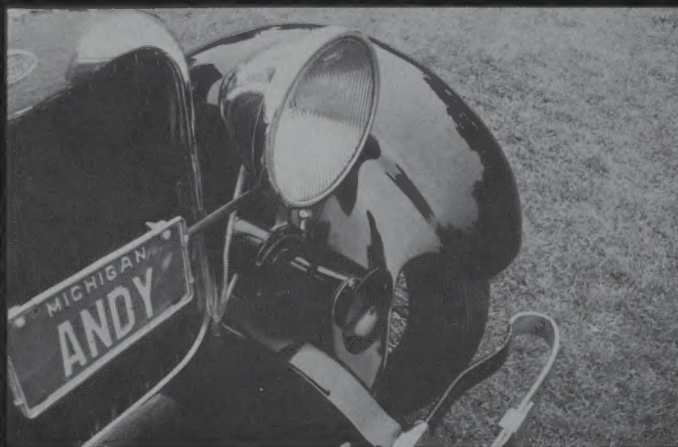
Interior of the 1933 KB



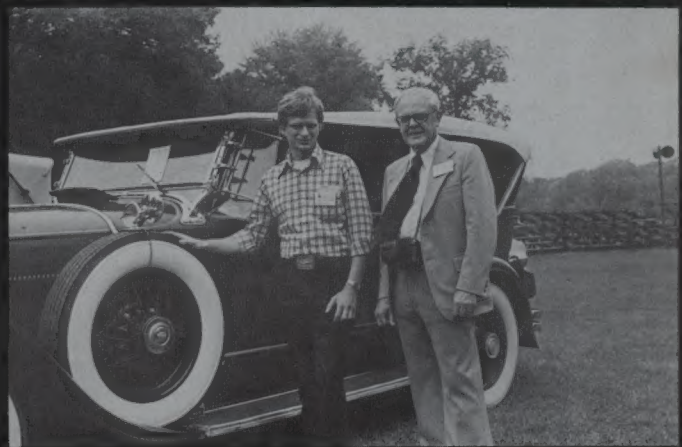
1932 KB 5-Passenger 2-Window Town Sedan Model 234 A



Chuck Chrisman caught in the act of recording things



Mr. Hotton knows how to make a car a personality



Larry Johnson, Leon Kuempel and a 1929 7-Pass. Tour

Dearborn Cont'd.

Dick Chapman



Dick Chapman presided at the awards banquet. Dr. Richard Quick gave a brief state of the club message and Les Henry talked about the background, sidelights, and history of the transition from Leland to Ford.

The results of the judging were made known by Sig Stensland, and the trophies were handed out. The banquet broke up into clusters of some talking happily of next year and others about technical items, such as: "Did you know that White Truck roller lifters can be modified to fit a KA or KB?".

The party did end on one sad note, it was mentioned that Mrs. Chapman was in poor health. We all hope that she is feeling better soon.

1976 Results

-Best Original Lincoln

1929 - 4 door Sedan
Jerry Dougherty

-Lincoln coming furthest distance

1932 Sedan KB
Richard Quick

-Best open 1921-1930 Class

1928 Convertible Roadster
Mike Sherer

-Best Closed 1921-1930 Class

1929 2 door Dietrick
Jim Quinlen

-Best closed 1931-1939 Class

1931 Limo
Dick Chapman

-Best Open 1931-1939 Class

1936 LeBaron Convertible Coupe
John Greenlief

-Best of Show

1932 LeBaron Convertible Roadster
Roy Warshawsky

Dr. Richard Quick



Les Henry of the Ford Museum



Sig Stensland



MASTERPIECES

Innovation may catch the popular fancy, but the expert knows that a new departure is an advancement only when it extends the sound application of authoritative principles.

When it meets that test, he sanctions the unconventional design for practical use.

Every exclusive feature in the Lincoln car was so selected. Each proved itself technically sound; each became an essential factor in making this car indisputably a masterpiece.

LINCOLN MOTOR COMPANY
DIVISION OF FORD MOTOR COMPANY, DETROIT, MICH.



Brooklyn Bridge
Opened in 1883; over one mile long—longest bridge span of its time; safely carries heavier traffic than originally intended.

The Cabriolet



LINCOLN

1924